

**New York State Olympic Trail Scenic Byway
Corridor Management Plan (CMP)**

**Local Advisory Committee (LAC)
Organizational Meeting
Location: Dulles State Office Building
Time: 6:30-8:30 P.M.
Date: March 6, 2002**

Minutes

Attendees: **Bob Ashodian, Rick Novy, Lori Borland, Andy Nevin, Gilbert O'Dell, Robert O. Boice, David Zembiec, and Kathy Amyot**

Kathy Amyot, Project Coordinator, opened the meeting at 6:35 P.M. and welcomed committee members to the process of developing a "Corridor Management Plan" (CMP) for the Olympic Trail Scenic Byway and thanked them for their commitment to the process. LAC members absent from the meeting gave prior notification of their absence due to conflicts in their schedule and reiterated their interest in continuing the process at the next meeting.

Dave Zembiec, New York State Tug Hill Commission, provided a **status report** of the LAC as well as providing a summary of the March 1, 2002 local steering committee meeting. Dave highlighted a lengthy discussion by members of the local steering committee regarding **issues** associated with extending the Olympic Trail Scenic Byway (OTSB) to Henderson Harbor in relation to its location on the Seaway Trail. Steering committee members suggested a careful examination regarding potential benefits to extending the OTSB to Henderson Harbor as well as how it may affect funding streams to the Seaway Trail Scenic Byway i.e. as the Seaway Trail Discovery Center is located in Sackets Harbor and serves a visitor center, will the extension of the OTSB to Henderson Harbor jeopardize its effectiveness as a visitors center? Members of the local steering committee also suggested an **opportunity** to reroute the Black River Scenic Trail to follow the Black River from Rome along Route 12 and 812 to Lowville where the Black River travels along Route 126 through Castorland up to Carthage and then travels along Route 3 into Watertown and on to the Black River Bay in Dexter. The Black River Scenic Trail from Ogdensburg to the intersection of Route 3 would then become part of the Olympic Trail Scenic Byway.

Local Advisory Committee (LAC) members discussed at length the **goals** of the western segment of the Olympic Trail Scenic Byway Corridor Management Plan and carefully examined benefits associated with extending the OTSB to Henderson Harbor. LAC agreed that Association Island played a significant role in training athletes for the Olympic Yacht Racing event and contributes to the overall theme of the Olympic Trail Scenic Byway. In addition, LAC members suggest overlapping trails with appropriate signage can facilitate an increased flow of traffic to communities with multi-faceted qualities travelers and communities identify with. LAC members agreed an expanded community input into the process of developing a CMP is necessary to further develop a CMP.

Additional goals committee members continue to discuss renaming of the Olympic Trail Scenic Byway to better reflect the nature of the route as a whole and communities outside the Olympic village. Suggestions for possible renaming of the Olympic Trail Scenic Byway include the “North Country Scenic Byway”, given the lakes (Ontario, Bonaparte, Star, Cranberry, Tupper, Champlain, Saranac, Placid,) and rivers (Black, Oswegotchie, Racquette, Ausable) along the route. Another suggestion was “ the Northern Waters Trail” as a variation to the trail theme (such as the Olympic and Northern Water’s Trail). Members of the committee continue to emphasize the need for ample signage along the corridor to enhance the travel experience along the corridor.

Members of the LAC joined in a group exercise to visually travel the western segment of the corridor, with the use of the resource map, to identify **long-term enhancements and protect corridor resources**. A lengthy discussion by group members regarding road conditions for vehicular traffic along the western segment of the highway determined that much of the corridor is in good condition and well maintained due to fairly new construction. However, issues of bicycle safety in traveling the corridor through the city of Watertown and confusing traffic patterns were identified. Therefore, group members suggest there is a need for the development of bicycle routes and signage through the city. To divert bicyclers from heavy vehicular traffic group members suggest re-routing along Route 126 from Watertown to Carthage, where they would tie back in to Route 3. Members of the group also agreed roadsides along the Black River and on Route 3 from Deferriet to Carthage need to be expanded to accommodate bicycle traffic. Committee members agreed the issue/opportunity to plan long-term enhancements and resource protection is an important element of the CMP and should be further explored at the next meeting.

At this time, members of the Local Advisory Committee (LAC) agreed to meet the first Wednesday of each month until June of 2002 from 6:30-8:30 P.M. at the 1st Floor Conference Room in the Dulles State Office Building, Washington Street, Watertown, NY.

Committee members briefly discussed and agreed to continue meeting on a monthly basis on the first Wednesday of each month. The next meeting will be held on **April 3, 2002** at the **Dulles State Office Building, 317 Washington Street, Watertown, NY. From 6:30-8:30P.M.**

The meeting concluded at 8:30 P.M.